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MILWAUKEE  
BEER  
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Pints, \$28.00  
SOLE AGENTS:  
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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

THE  
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LIQUEUR GOLD LABEL  
\$21.00 Per Dozen.  
KING EDWARD VII.  
SPECIAL WHITE LABEL  
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**E BLEND**  
VERY OLD LIQUEUR  
SCOTCH  
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A. S. WATSON & CO.,  
LIMITED.  
WINE AND SPIRIT MERCHANTS.  
ALEXANDRA BUILDINGS. [a1342]

CUTLER, PALMER  
& CO'S

A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a1412]

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&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 36; approximate area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

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MERCHANT NAVY  
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TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

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OF  
DENTISTRY

Dr. M. H. CHAU.  
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From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. 61

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THE HONGKONG ICE COMPANY, LD.,  
have now 40,000 Cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
WM. FARLANE, Manager.  
Hongkong, 18th November, 1901. [55]

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CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1895. 1221

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THE HONGKONG STEAM WATER  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

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Manager,  
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Hongkong, 14th June, 1905. 1433

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OFFERED by the undersigned for the  
Arrest and Conviction of any person or  
persons who are in the habit of SMUGGLING  
large quantities of Opium into this Colony.  
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No. 10, DAGUILAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
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CURE INDIGESTION AND ALL STOMACH AND  
BOWEL TROUBLES.

SHERBILLS FORD, N. C.  
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W. H. COMSTOCK CO.  
Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia  
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,  
after several other popular remedies failed. I consider them worth their weight in gold.  
Very truly,  
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CHEMISTS AND DRUGGISTS,  
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ASPERATED WATER MANUFACTURERS.  
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	For Case.
BRANDY * * * *	\$22.50
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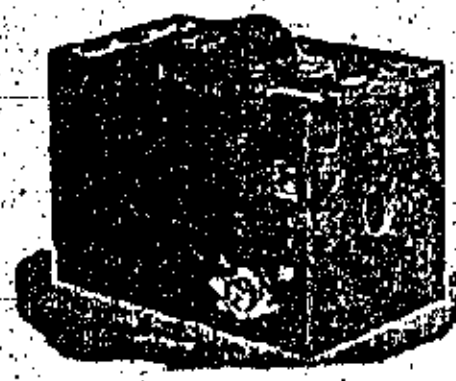
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PHOTO GOODS STORE,

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Premises formerly occupied by Mr. FR. BLUSCK, Silk Lace Manufacturer,  
NEXT DOOR to our former Address.  
Hongkong, 15th August, 1904. [a39]

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KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS  
AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 138

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00  
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "It comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor  
Once tried, preferred to all others. Sole Agents for Hongkong:  
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SPECIALLY MADE FOR THIS CLIMATE  
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PERFECT INSULATION  
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GEM ICE CREAM FREEZERS.

2 4 6 8 quart.  
\$6.50 \$10.50 \$12.50 \$16.50  
ELECTRO-PLATED ICE BUCKETS FROM \$10.00 EACH.  
ELECTRO-PLATED ICE TONGS, PICKS, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 13th July, 1905. [a36]

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FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,  
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,  
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Academy Pictures Volume ... .. \$5.80	Brassie's Naval Annual ... .. \$13.00
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The Jackal, by Kernahan ... .. 1.75	Cassell's History of England in Parts, 1 to 17 Ready; each ... .. 0.55
Engineer's Turning, by Horner ... .. 7.50	Cassell's Academy Pictures; 4 Parts ... 3.60
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From Tokio to Tientsin, "Uncensored" Letters from the War ... .. 4.50	Delinester, Weldon's Journal (July).
Text Book of Mechanical Engineering, by Linscham ... .. 10.50	
Perfect Health, by One Who Has It ... 1.50	
How We Recovered the Ashes (Cricket), by Warner ... .. 0.80	
Courses of Study, by J. M. Robertson ... 5.90	
Variation of Animal Plants, by Darwin; 2 Vols. ... .. 4.40	
	Class Register of Instruction and Individual Progress, Compiled by W. H. Williams, Now Ready. [a35]

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ALL NEW GOODS IN STOCK.

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Hongkong, 27th May, 1905. [a129]

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CARTRIDGES 8, 10, 12, 16, and 20 BORE.  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 88SG. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902. 100

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LADIES' AND CHILDREN'S  
UNDERWEAR.

EMBROIDERIES, LACE, SILK, PONGEES,  
GRASS LINEN, SHAWLS, HANDKERCHIEFS,  
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Any Order Promptly Attended To  
- Hongkong, 12th January, 1905.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES,  
Acting Manager. 471

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 10th June 1902. [a1061]

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A FIRST CLASS HOTEL situated near  
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Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a45]

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HOTELS,  
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THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [94]

VICTORIA HOTEL.

SHAMEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European  
Management.

Every Comfort and Convenience for Residents  
and Tourists.

WM. FARMER,  
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(HOTEL-SANTARIUM OF SOUTH  
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MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA"  
For Terms, apply  
THE MANAGER.  
[a241]

NOTICE.

TYPEWRITERS CLEANED and RE-  
PAIRED by a First-class Mechanic.  
Apply—  
T. C. SWABY,  
4, Queen's Road Central.  
Hongkong, 4th July, 1905. [1596]

A. LING & CO.,

FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOCHOW  
LACQUERED WARE.  
83, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [222]



## INTIMATION

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CHEMISTS, DRUGGISTS,  
PERFUMERS, &c.WATSON'S  
PRICKLY HEAT  
LOTIONA RELIABLE AND EFFICACIOUS  
REMEDY.

Immediately relieves the irritation.

WATSON'S  
HOUSEHOLD  
AMMONIAFOR THE BATH, TOILET AND  
HOUSEHOLD.Promotes a healthy action of the skin, counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
as a Turkish Bath.WATSON'S  
CARBOIC  
SOAPSRECOMMENDED BY THE MEDICAL  
PROFESSION.A. S. WATSON & CO.,  
LIMITED.CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE  
GOVERNOR.THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS.

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HONGKONG OFFICE: 14, DES VUE ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 18TH, 1905.

In our notes on the Japanese financial  
statement for 1905-6, published on July  
10th, the reader must have been struck by  
the very noticeable disproportion of  
revenue and expenditure, the former being  
considerably over 120 millions more than  
the latter. That revenue was, however,  
classified as ordinary or normal, the explana-  
tion being that "the increase... is due  
to the natural increase of the receipts on  
the whole as a result of the general  
economic development and increase of  
national wealth; to the fact that the  
extraordinary special taxes and the tobacco  
monopoly having been brought into  
operation in the spring of 1904, the full  
year's receipts could not be obtained from  
them last year, whereas in the current fiscal  
year they will be collected in full; and to  
the increase in the receipts from the cam-  
phor monopoly and profit from the  
Government railways." The revenue  
extraordinary was swollen by carrying over  
an amount from the Chinese indemnity.  
General economies in administration costs  
effected by all departments, accounts  
for the fact that the ordinary expenditure,  
in spite of increased pensions, camphor  
monopoly, and education outlays, is only  
triflingly increased. There is a special  
Budget for the War, which treats as one  
period the time since war began. The  
expenses are put at seven hundred millions  
(\$71,699,273), with an extraordinary  
reserve fund of eighty million yen.

The money is thus obtained: First there  
is the surplus in ordinary revenue of

124,880,000 yen, saved by the deparmen-  
tal economies referred to. Eight millions at  
special account were transferred. Increased  
rates, special taxes, and the salt monopoly  
account for over seventy-four millions.  
Patriots have voluntarily subscribed some-  
thing like a million and a half. The  
remaining 571 millions are raised by public  
loans, Exchequer bonds, and temporary  
loans. The special accounts exploited to  
eke out the war revenue were the fund for  
replenishing warships and torpedo boats,  
the fund for the relief of sufferers by  
natural calamities, and the education fund.  
The total of the extraordinary war ex-  
penditures is 1,356,000,000 yen, or £138,891,734.  
The income from the special war taxes is  
expected to reach a hundred and fifty  
million yen; but this enormous sum does  
not give an accurate clue to the burden  
felt by the taxpayers. Although it is  
admitted that taxation and the cost of  
living is greater, things might have been  
worse. It is pointed out that on account  
of the restriction put by the extraordinary  
special tax law upon local taxation, reduc-  
tion of local taxes in consequence of the  
curtailment of local expenditures, and also  
of national thrift, the country is in a  
position to bear the increased taxation  
"without the slightest inconvenience."  
Happy country! One of the most significant  
passages in the Financial Annual is  
perhaps that which says, "As we  
look back upon the economic condition  
of the country since the outbreak of the  
war, we find that the nation has not in  
any way suffered from these evil effects  
which usually appear in the time of war, but  
that it was throughout the past year under  
favourable economic conditions. The spec-  
ial reserve of the Central Bank continues to be  
on a firm basis; although there has been  
an increased issue of convertible banknotes,  
still, if we deduct the notes circulated in  
China and Korea, the circulation at home  
does not exceed its normal amount. Our  
foreign trade attained last year unpre-  
cedented prosperity; and the most recent  
statistics show that the nation at large has  
ample funds at its command, and deposits  
made in banks and in the post office savings  
bank have reached the highest figures ever  
attained. We have in fact evidence in  
every direction that the heavy burden im-  
posed by the war has not in the least  
degraded impaired the economic development  
of the nation."

The graduated income tax, for which  
English socialists have long agitated, is  
adopted by Japan in its most complicated  
form. Incomes of not less than 100,000  
yen have the privilege of paying 55 per  
cent., or more than half their income! A  
five-hundred-dollar-a-month resident must  
pay a quarter of his income; and out of a  
salary of a hundred a month, the Japanese  
employee is not asked to pay more than 180  
yen a year. No tax is levied upon the  
income derived from the money loaned to  
the Government for war purposes, nor  
upon "interest of the Savings Debentures  
to be issued in accordance with the Savings  
Debentures Law of 1904."

These Savings Debentures are now being  
issued, and so far as we know, have not yet  
been described in the Press. The Specie  
Bank has received a quantity within  
the last week for issue. The idea of  
them seems to be as follows: The  
depositor lends (say) five yen to the  
Hypothe Bank on fixed deposit for twenty  
years at three per cent. Each five yen  
bond bears nineteen coupons, one of which  
may be exchanged each year for the interest  
(on five yen, fifteen sen) and at the end of  
the twentieth year, the bond itself is  
surrendered for ¥5.15. In the meantime,  
the depositor has to be compensated for  
the difference between three per cent. and  
the actual market rate. This is very  
attractively done by means of drawings.  
In the first five years, there are three  
drawings a year, at each of which the  
depositor of ¥. 5 has a chance of winning  
one of numerous cash prizes, the highest  
being five hundred yen. After the fifth  
year, there is one drawing a year. In the  
Orient, where so much money is squandered  
in lotteries, this form of investment is  
calculated to be very popular; and the  
Japanese Government, which frowns on  
gambling, seems to have hit upon a shrewd  
compromise. The fascination of the scheme  
lies in the fact that for five dollars the  
gambler now has thirty chances of winning  
five hundred, and numerous chances for the  
other prizes, while supposing him to be  
uniformly unsuccessful, he gets his money  
back plus three dollars interest; whereas  
the speculator in a Chinese or other lottery  
has only one chance at a bigger prize,  
and in any event must lose his original

capital. These new Savings Debentures,  
we understand, are not really a Japanese  
invention, something very like them being  
in vogue on the European Continent. They  
are issued to foreigners as well as to  
Japanese. The Japanese have this year  
adopted another foreign financial scheme,  
a Succession Tax, known in England by  
the sombre name of "Death duty." In  
referring to the Japanese national debt, the  
gentleman compiling these returns remarks  
that a large proportion of the loans was  
redeemed before maturity, "to the great  
satisfaction of the bondholders." Those  
who were receiving nine per cent would  
scarcely be greatly satisfied by the prema-  
ture redemption.

The International Bank (Philippines) has  
opened a Savings Department.

The German mail steamer *Prinz Heinrich*  
will leave for Shanghai, Nagasaki, Hiogo and  
Yokohama at ten a.m. to-day.

Fifteen minutes after each of Sunday's per-  
formances ends a special train will start to  
take Peak residents home.

A soldier of the R. G. A. was found by the  
Police on Sunday night in Battery Path in an  
unconscious condition. His skull was fractured.  
He was removed to hospital, where he died last  
night.

It is announced by the Japanese Finance  
Department that the bonds already issued in  
accordance with the Tobacco Monopoly Law in  
part payment of the compensation due to  
tobacco manufacturers amounts to ¥271,650.

Return of visitors to the City Hall Library  
and Museum for the week ending the 17th  
July, 1905:—

	Library	Museum
Non-Chinese.....	311	53
Chinese.....	115	731
Total.....	426	783

The weekly plague return (to July 15th noon)  
reports 15 cases and 16 deaths, or altogether  
230-236. Adding four since, the totals to  
noon yesterday are 243 cases and 229 fatalities.  
With the exception of one French case of  
cholera (in the city) the Colony is free of any  
other communicable disease.

The ten natives from West Point who took a  
Chinaman to a gambling house in Third Street  
with the avowed intention of entertaining him  
for the evening, and then assaulted and robbed  
him, again appeared before Mr. G. N. Orme at  
the Police Court yesterday. Mr. C. E. H. Bovis  
(of Messrs. Wilkinson and Grist's office)  
appeared for the defendants, who were each  
fined \$6.

A shopkeeper of No. 116 Reclamation Street,  
Yau-mat, was charged before Mr. F. A. Hazeland  
at the Police Court yesterday at the in-  
stance of Detective Sergeant Grant with selling  
arms without a licence. Some two years ago  
the licence entitling the defendant to sell arms  
was cancelled, and it is alleged that he has since  
been disposing of them in a small way. "The  
case was remanded, bail being allowed in the  
sum of \$1,000.

Remanded from last week, the case against  
the two sailors who were charged with desert-  
ing from the sailing ship *Adato*, again came on  
for hearing before Mr. F. A. Hazeland at the  
Police Court yesterday. His Worship sentenced  
the defendants to three weeks' imprisonment  
with hard labour, and in the event of their vessel  
returning before the expiration of their sentences  
they are to be rehipped on board of her.

Before Mr. G. N. Orme at the Police Court  
yesterday afternoon, the case against Li Kwai,  
a foki in the employ of the Kwong Hing firm  
at Sai Yuen Lane, who was charged with the  
embezzlement of a sum of \$150, was continued.  
Mr. G. E. Morrell (of the Crown Solicitor's  
office) prosecuted, and Mr. C. E. H. Bovis  
(of Messrs. Wilkinson and Grist) appeared  
for the defendants. After hearing further  
evidence on behalf of the prosecution, His  
Worship held that the evidence was very  
unsatisfactory, and discharged the defendant.

Several complaints have been made to the  
Police of late of noises created on flower sam-  
pans playing in the harbour at midnight, or the  
early hours of morning, and, as a result, the  
mistress of one of these boats was yesterday  
charged before Mr. F. A. Hazeland at the Police  
Court, at the instance of Inspector Langley.  
The constable who arrested the woman stated  
that there were three women on the boat, and  
they were singing Cantonese love songs. Sun-  
day night was still and calm, and their shouting  
awoke many sleepers on board ships. His  
Worship inflicted a fine of \$10, the alternative  
being one month's imprisonment.

HONGKONG VOLUNTEER RESERVE  
ASSOCIATION.

The principal scores in the pool competition  
on Saturday were as follows:—

J. H. Pidgeon (winner)	61	—	4 = 61
L. G. Bird	57	+	4 = 61
G. Goodfellow	59	—	59
A. Mackenzie	59	—	59
P. L. Miller	41	+	16 = 57
J. C. Peter	53	+	2 = 55
W. B. Boyce	42	+	8 = 50
J. Whittall	49	—	49
W. G. Winterburn	41	+	8 = 49
O. Marriott	24	+	24 = 48
C. C. Carter	41	+	6 = 47
G. H. Harston	32	+	24 = 46
Hon. L. A. M. Johnstone	39	+	6 = 45

"By kind permission of Lieut.-Col. A. E. Aitken  
and Officers 119th Infantry the band of the  
Regiment will play the following programme  
at the United Service Recreation Club, Kowloon  
to-day, commencing at 5 p.m. (weather permit-  
ting):—

March..... "Under the Double Eagle" Wagner  
Selection..... "The Gondoliers" Sullivan  
Valse..... "Riviera" Waldteufel  
Overture..... "Light Cavalry" Suppe  
Serenade..... "Love in Venice" Nibelung  
Song..... "The Star of Bethlehem" Schubert  
Selection..... "The Pirates of Penzance" Sullivan  
Polka..... "La Tour Marvellous" Faubach

## TWO ATTEMPTED SUICIDES.

Two cases of attempted suicide came up for  
hearing before Mr. F. A. Hazeland at the Police  
Court yesterday. In the first, the secondary  
wife of a Chinaman living at Kennedy Street,  
Yau-mat, quarrelled with the first, and left for  
Hongkong. She, however, soon grew tired of  
the city, and decided to return to her home.  
On the way back on the launch she jumped  
overboard but when a rope was thrown to her  
she clutched it, and was hauled on board again.  
On appearing before His Worship, she was  
discharged. Her sister promised to take care  
of her.

Another case occurred at Second Street,  
West Point, on Sunday. For some misde-  
meanour, a Chinese woman had thrashed her  
little daughter, and was chastised by her husband  
for so doing. When the husband left home, he  
told his wife that if she beat her daughter again,  
he would beat her. The woman did, but was  
evidently afraid to meet her husband. The  
little girl went and brought the neighbour,  
from the next floor, just in time to catch the  
woman with a rope round her neck. She was  
first taken to hospital, and afterwards removed  
to the Police Station, and on appearing before  
His Worship yesterday was cautioned and  
dismissed.

## A CARELESS RICSHA COOLIE.

As Mr. Hill, bailiff of the Supreme Court,  
was riding along Queen's Road in his ricksha on  
Saturday, another ricksha coolie, who was on his  
wrong side of the road, attempted to rush on to  
the other side in front of Mr. Hill's ricksha.  
The result was a collision in which several  
spokes were knocked out of the bailiff's ricksha,  
the damage done being estimated at \$1.70. The  
driver of the public ricksha was charged before  
Mr. G. N. Orme at the Police Court yesterday  
with negligent "driving" and causing damage  
to the said amount. He was fined \$3 and ordered  
to pay \$1.75 compensation.

## STEALING THE SOLDIERS' BREAD.

For sometime past the soldiers stationed at  
Murray Barracks have been missing stores from  
their kitchen, but it is only once in a while they  
are able to pounce upon the culprits—barracks  
coolies. Of late bread has been disappearing  
in a remarkable manner, and if a "Tommy"  
chanced to go to breakfast a little later,  
he generally found that his share had vanished.  
On Sunday, the sentry on duty at the barracks  
was surprised to see a couple of loaves of bread  
shooting through the air and landing in a  
secluded spot in the yard. Getting into hiding,  
he decided to await results, and had not been  
watching long when he saw a coolie go and pick  
up the bread, with which he was marching off  
when the sentry detained him and handed him  
over to the Police. Charged before Mr. G. N.  
Orme at the Police Court yesterday with steal-  
ing 2 lbs. of bread the coolie was convicted and  
sentenced to three weeks' hard labour.

## GAMBLING RAIDS.

On Saturday night Constable Hynes pro-  
ceeded to a house in Moon Street, Wan-chai,  
to search for illicit opium. There was no one at  
the door to usher him in, neither did he see any-  
body in the house until he reached the top floor.  
There he heard sufficient to make him believe  
he had come upon a school of gamblers hard at  
it. He attempted to open the door, but found  
it was locked. He threw himself against it  
and, at the second time, it yielded. He entered  
the room just in time to see a stepladder  
vanishing through the skylight, and one cover-  
ing Chinese gapping at it as it disappeared.  
With the exception of this one man, all had  
escaped, and had cut off the means of pursuit.  
In the room the constable found a quantity of  
illicit opium, and took it, together with the  
remaining gambler, to the Police Station. The  
Chinaman was charged before Mr. G. N. Orme  
at the Police Court yesterday, and fined \$30 for  
being in possession of illicit opium and \$15 for  
gambling.

Another raid was made on a house in Tai  
Hang village on Saturday night by Sergeant  
Lee. This house had been specially erected  
with loopholes of escape, and as sentries were  
posted, it was with the greatest care that the  
Police had to make their descent upon it. They  
were, however, successful in securing eight men  
who were playing "Nagapai." These men  
were charged before Mr. F. A. Hazeland at the  
Police Court yesterday, and two of them, who  
were the keepers of the house, were fined \$50 or  
six weeks' imprisonment, while the remainder of  
the gamblers were ordered to pay a fine of \$3  
each.

## SALE OF PONIES.

Yesterday afternoon, on the block of ground  
before the City Hall, Messrs. Hughes and  
Hough, auctioneers, sold by public auction, a  
number of China ponies. The only pony  
withdrawn from the sale was Highland Lad, the  
highest price bid being \$100. Tuscan  
King was bought by Mr. S. A. Seth for \$75,  
Saxon King by Mr. Carlwite for \$75; Jungle  
King by Mr. Smith for \$75; a polo pony  
from Shanghai by Mr. Knotswill for \$75; and  
Two Step (a griffin) by Mr. Gogg for \$10.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

GENEROUS OFFER BY A  
SINGAPORE CHINAMAN.A PASTEUR INSTITUTE FOR  
MALAYA.

SINGAPORE, 17th July.

Mr. Leong Fee, the well known  
Tambun mine-owner, has offered to  
build and equip a Pasteur Institute  
for the benefit of the inhabitants of  
the Federated Malay States and  
neighbouring communities.

MISSIONARY'S EXTRA-  
ORDINARY DEATH.

SHANGHAI, 17th July.

The Rev. A. G. Jones, of the  
English Baptist Mission, has been  
spending the summer at Taishan, and  
has there died under extraordinary  
circumstances. He was killed by a  
"cloud-burst," which at the same  
time caused the collapse of a temple  
near by.

CAPTAIN BOUGOUIN  
PARDONED.

Kobe, 17th July.

Captain Bougouin received his  
pardon yesterday.

His Japanese servant, Maki, was  
also pardoned.

It is understood that Captain  
Bougouin is to leave Japan.

[REUTERS' SERVICE.]

HOMEWARD FRENCH MAIL ON  
SHORE.

LONDON, 15th July.

The M. M. steamer *Caledonien* from China  
to Marseilles grounded badly near Zails. The  
British cruiser *Perseus* pulled her off, and is  
now towing her to Jibuti.

## THE PEACE CONFERENCE.

LONDON, 15th July.

M. Takahira yesterday visited President  
Roosevelt at Oyster Bay, in connection with  
details of the peace conference. He expressed  
satisfaction at the appointment of M. de Witte,  
as an able man and one who will lend confidence  
and weight to the conclusions of the conference.

## FIRE IN KOBE HARBOUR.

The British steamer *Volga*, chartered by the  
O. & O. Steamship Company, brought to Kobe  
a cargo of American cotton and iron. The  
work of discharging was commenced on July 4th  
and was continued on the following day. On  
Thursday morning everything on board was as  
usual, but at 10 o'clock a dense volume of smoke  
burst from the after hold and it was apparent  
that a somewhat serious fire which had no doubt  
been smouldering for some time, had broken out.  
The Master, Captain J. Pattie, was ashore at  
the time, but on being informed of the outbreak  
returned to the vessel with all speed. In the  
meantime the officers and crew did everything  
possible to quell the flames, and the fire signal  
was hoisted.

In a very short space of time boats were put  
off from the Austrian cruiser *Kaiserin Elizabeth*,  
with a number of men and fire extinguishing  
appliances, hand pumps and diving apparatus.  
The ship's doctor accompanied the volunteers,  
and this was fortunate, as he was able to render  
valuable assistance. When the flames had  
been got under, the Chief Boatman of the  
*Kaiserin Elizabeth* descended into the hold, but  
was soon overcome by the fumes and was in  
such a serious condition that he had to be  
conveyed to the cruiser, but we are glad to  
learn, subsequently recovered. Several of  
the others were temporarily overcome,  
even the diver being somewhat affected.  
Captain Pattie and some of his officers were  
also partially asphyxiated when the smoke was  
at its worst. Mr. Jones, the First Mate, being  
very seriously affected. Indeed had it not been  
for the prompt assistance of the *Kaiserin  
Elizabeth's* doctor, who worked at artificial  
respiration for some while before Mr. Jones  
regained consciousness, it is doubtful whether  
he would have recovered. Although he was in  
a weak state yesterday and unable to take any  
part in the further work of extinguishing the  
fire, he was progressing favourably, and will  
probably soon be himself again.

All the men from the Austrian cruiser worked  
unceasingly during the whole of Thursday, not  
leaving the vessel until late in the evening.  
The Water Police also rendered valuable  
assistance in combating the fire, as did the  
Kawasaki Dockyard Company's men. Indeed,  
Captain Pattie speaks most highly of the kind-  
ness and promptitude shown by all who came  
to his assistance, and it is evident that his own  
men worked admirably.

How the fire originated it is impossible to  
say, but it may be surmised that it was due to  
spontaneous combustion. There were some 3,000  
bales of cotton, together with a quantity of  
iron work, in the holds, all of which was  
consigned to Kobe, and the greater part of the  
former is damaged by fire and water. Fortu-  
nately the vessel itself, which is only some  
eighteen months old, sustained very little  
damage, but yesterday morning the cotton was  
still smouldering, the hatches remaining sealed.  
It was decided to avoid further danger by  
filling up the lower hold with water. At no  
time during the fire was the other shipping in  
the harbour threatened, the *Volga* lying far  
out—Japan Channel.

The municipal authorities of Wiesbaden are  
said to have provided a vulcanite leg for a pet  
stork which is kept in the park, and which had  
one of its limbs amputated.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

Monday, 17th July.

BEFORE MR. A. G. WISE (PUNISH JUDGE.)

CHEUNG FOOK V. DENNIS O'KEEFE.  
The hearing of this case, in which the  
plaintiff claimed from the defendant the sum  
of \$200 for alleged illegal arrest, was con-  
tinued.

Mr. H. W. Looker (of Messrs. Deacon  
Looker and Deacon) appeared for the plaintiff,  
and Mr. F. P. Hett (of Messrs. Bratton,  
Hett and Goldring), represented the defendant.

The case for the prosecution was that the  
defendant paid the conductor 45 cents; and  
declined to pay the remaining thirty, declaring  
that he had done so, and that he would get  
him (the plaintiff) six months imprisonment  
and six hours in the stocks for trying to steal  
the 30 cents. When the train reached No. 2  
Police Station defendant gave the plaintiff  
in charge, but the sergeant refused to take the  
charge, advising the defendant to see the  
tramway manager.

The case for the defence was practically a  
complete denial.

His Honour awarded the plaintiff \$25  
damages and costs.

EUGEN SANDOW  
INTERVIEWED.

Since the arrival of Sandow at Singapore,  
general gossip locally has been of the modern  
Hercules and of his eagerly anticipated visit to  
Hongkong. Sailors, soldiers and civilians have  
stopped to gaze at his advertising posters, and  
all have anxiously waited the arrival of the  
man of the hour and his Greco-Roman band.  
Sandow landed yesterday from the German  
steamer *Prinz Heinrich*, and will open in the  
City Hall to-night. Last night a *Daily Press*  
reporter visited him at the King Edward  
Hotel, to ask a few questions, which the  
"perfect man" answered amiably.

Asked whether he considered his mode of  
exercising could further help the well-  
developed Chinese coolie, Sandow replied:—  
"I am sure it would. 'The coolie' certainly has  
arduous work, but his mind is on his work, and  
not on the development of his muscles. He  
will run with a ricksha for eight or ten hours, but  
is he really strong? I say 'no.' The develop-  
ment of muscle has got ahead of the development  
of the heart, which must always develop in  
proportion to the muscles of the body. Mr.  
Sandow then made the unexpected remark:—  
"It is not the quantity of muscle, but the  
quality that tells."

"Look at me now. I look nothing out of the  
ordinary, do I?" asked Sandow. Our reporter  
replied that he did not look extraordinary.  
"But you should see me in the buff," said Sandow.  
"And it is gradual practice and exercise that  
has brought me up to my present state."  
"Yes, exercise is most necessary in the hot  
weather than the cold, because the liver gets  
stagnant. If one has about doing nothing—  
Football, cricket and tennis are not exercise—  
merely recreation. Exercise is only exercise  
when done for a purpose, and the more you  
spend in exercising the muscles of the body  
the more you make, whereas in recreation you  
make nothing. We have a certain amount of  
steam in our bodies which in physical culture  
we let off, but we are laying a reserve fund by  
which will assist us in sickness or old age."

"Yes, I will show exercises which will  
strengthen the Chinese coolie, and the  
lower part of the abdominal muscles, so  
that Chinese or Europeans cannot be hurt  
by a slight tap in that part of the body.  
I have experimented on many of them, after  
they have followed a course of my instruc-  
tion, and you can hit them in the stomach as  
hard as you like. Even with the food on which  
the coolie lives, he would not be weak in this  
part if he practised my exercises according to  
the chart."

"No, I have not a Chinaman in my group.  
I had prepared him by postal instruction  
before he came East, and had him finely  
developed, but I could not bring him along  
with me as his mother would not let him come.  
My agent heard he was afraid to come because  
he thought I would sell him to the  
Dutch, but I think the trouble was with his  
mother. My Japanese, too, was commanded  
to go to the war, but I hope to have him back  
again shortly."

"With regard to jujitsu, Mr. Sandow said:  
"I will not commit myself, as I have not made a  
study of that; but hope to do so when I reach  
Japan."

"Is it true that your exercises, while developing  
the muscles, affect the heart?" "It is impossible  
for the heart to be affected. My exercises are  
done so gradually and carefully that the heart  
grows in proportion to the rest of the  
body. If pupils did exercises like those  
with my developes or dumb-bells, the only  
benefit would be that they would derive no  
benefit from them. To develop the muscles  
they must follow the directions on the charts."

Is there any trickery in your weight lifting  
exhibitions? "What do you mean by  
trickery?"  
Well, some strong men have been made so  
that, knowing where to take hold, almost any  
body could lift them. That is not trickery. To  
know how to take hold is the knowledge of  
weight lifting; but it makes no difference to  
me whether I catch hold of a bar. It may  
make a difference to others who are not used to  
weight lifting, but I am showing how by careful  
and gradual training I am now enabled to lift  
the heaviest weights ever raised."

The Hon. Joseph Chamberlain is supposed  
never to take any bodily exercise he can avoid.  
How do you account for his hale and healthy  
appearance? "I say Mr. Chamberlain does take  
exercise. There are three sorts of exercise.  
The first is the dumb-bells; the second  
is that you are able to contract the  
muscles, and again, you can exercise without  
knowing it by setting the muscles, which last  
Mr. Chamberlain probably does while waving  
his arms about in the House. We only know  
of Mr. Chamberlain since he made a name  
for himself. Before then he may have  
exercised and reached a certain degree of  
physical perfection, and it is possible to get to  
a certain point in the development of the  
muscles of the body when it is unnecessary to  
exercise them any more, and they can be set  
unconsciously."

(When Mr. Sandow goes to Japan, he will  
probably be told that jujitsu athletes begin to  
suffer when they cease their regular exercise.  
The theory was that there was some sort of  
reaction.)



## CANTON NOTES.

[FROM OUR CORRESPONDENT.]

Canton, 15th July.

## THE CANTON RAILWAY.

In spite of what has recently appeared in the papers about the Kowloon-Canton Railway the Chinese here do not seem to think that this line will be running for a considerable time yet to come. As a matter of fact, their whole attention has been drawn towards the projected Canton-Hankow railway by a new and wonderful scheme of the Chinese merchants. In order to carry the trunk line to Hankow, it is proposed to form a lottery. The lottery will be drawn once a month, and the purchaser of a ticket, if he does not draw a prize, may hold the ticket—speaking from memory, a \$2 ticket—till he has fifty such tickets. A hundred dollar share will be given in exchange for these. It remains to be seen how such a scheme would work. Personally I am of opinion that it would take a very long time, indeed, to get in the requisite sum by this means, for the following reasons.—Two dollars is an absurdly small sum under the circumstances: only twenty per cent. of the ticketings will be devoted to prizes; and as the directorate of the Railway Company will be entirely Chinese, it is not at all improbable that the greater part of the profits, if any, would be devoted to Directors' fees. The lottery, at all events, will have to be a very very big one.

\$40,000 A MONTH.

The Canton Fatsien line, I hear, is making a net profit of about \$40,000 per month—a wonderful success.

## TO-DAY'S EXECUTIONS.

As a result of a pamphlet written by Chiv Z. Volpelli, the Italian Consul at Hongkong, pointing out the uselessness of torturing prisoners till they made false confessions, etc., an order has been received from Peking not to execute prisoners sentenced to death save in very exceptional cases, but to resort to strangulation. Up to the present, some mode of execution was reserved for officials of more than one battalion, who had been sentenced to death, and then it was entered in the official records as "So-and-so was presented with a silk cord with which to commit suicide," but the man was strangled by his keepers, nevertheless.

Seven men were executed under the new rules to-day, and another, whose crime, that of supplying arms and ammunition to the Kwangsi Rebels, was considered of a more serious character, had his head chopped off according to old custom. The man who were strangled were first of all tied to crosses, and then cords about their necks were screwed tight. Of the two I should say that this strangulation was the slower and more barbarous way of putting a man out of existence. A large audience turned up to see the "new fashion," several Europeans being amongst the crowd. As soon as the affair was over, one of the Europeans immediately stepped into the ring to bargain with the No. 1 executioner for the cords he had used. It is really too bad that while some Europeans are writing against these public executions others, innumerable tourists and globe-trotters, should be encouraging them; and fancy, for instance, the indecency of a "lady" taking snapshots of such things. I know of one instance of a tourist bribing the executioner to hold his sword in air, above the condemned man's head, for three seconds so that a clear picture might be secured. It was a gruesome sight; and after the execution, the blood-bespattered tourist secured the executioner's sword, even preventing him from wiping it.

## THE UNITED STATES CONSULATE.

The United States Consulate here is mourning for a month on account of the death of Secretary Hay. The flag is kept at half-mast and the Consular Court kept in black.

## WHOLESALE KIDNAPING.

Last Sunday a gang of robbers, known as the Sap Yau (the Ten Brotherhood) engaged a large flower boat. At about one o'clock in the morning, when there were fourteen girls in the boat, a number of dragon boats came alongside, and the robbers bundled the girls, just as they stood, into these. Neighbouring flower boats raised an alarm by beating gongs, but this noise was speedily silenced by a few shots from carbines and revolvers. Chinese gunboats were anchored near the group of flower boats, but they paid no attention. The girls were landed some distance up river. After they were landed, a guard boat at that locality, suspecting that there was something wrong, searched a dragon boat, and found on board hair-pins, women's shoes, etc. Three men were thereupon arrested, but unfortunately they may be men who were forced to do the work. The robbers were traced to a certain village, where an unsuccessful search was made by order of the Viceroy.

## THE FRENCH PETE.

The 14th was observed as a public holiday here by the whole of the French community, celebrating the Fall of the Bastille. In the evening there was a grand display of fireworks, which was greatly appreciated by the Chinese from Canton City. A brass band enlisted the proceedings. The landmen were quartered in a specially erected stand in front of the French Consulate. This neighbourhood was prettily decorated with innumerable little glass lights, intermingled freely with a great blaze of Japanese and Chinese lanterns. The French mail, by special favour, as several friends of the French Consul had come to Canton for the occasion, was permitted to postpone her departure for Hongkong till 10.30, when the proceedings concluded. Several flower-boats and sampans were landed in front of the Shamen to watch the fireworks.

## [FROM THE "CHUNG NGOI SAN PO"]

## MORE RAILWAY "TALK."

Information has been received from Amoy to the effect that H.E. Chang Pat-shi, the director general of the Southern provinces, proposes to construct a railway from Sing-Yuen to Amoy, to Swatow via Cheung Chow, so as to be connected with the Canton and Swatow railway. The gentry and merchants of Amoy also propose to construct another line from Amoy to Fochow via Chuen Chow and Hing Fa. They know the latter line passes through very few market towns and there is not much cargo to be taken on route, but the places through which it passes are covered with many mines, so that it is very important to facilitate the working of these mines. They are waiting for the arrival of H.E. Chang Pat-shi to make necessary arrangements with him.

## THEFT OF COTTON YARN.

On the 16th ultimo a merchant imported sixty bales of cotton yarn from Hongkong. When they arrived at Canton, a boat was hired to convey the same to Linchow for sale. When the boat was sailing near Whang-Kong, of Ching-Yuen district, she was attacked by about a dozen pirates, who boarded the boat, terrifying the crew by presenting firearms at them, and forced the master of the boat to make for Wong-Sung-how, where they carried away twenty-eight bales of cotton yarn and all the firearms on board to the value of about five thousand dollars. The case was at once reported to the local authorities, who have sent soldiers to the place to hunt for the culprits; but no clue concerning the pirates has been discovered as yet.

## HANDITS.

On the 2nd inst. a house belonging to a well-to-do citizen surnamed Pan, of the village of Kweichow, in San-tak district, was ransacked by a large gang of robbers, who carried away all the valuables found therein and kidnapped a small child aged six. A few days later a letter was received from the criminals demanding one thousand five hundred dollars, and five hundred taels of opium for the ransom of the child under threat of slaughtering the child if their demand was not complied with immediately. The letter was signed by the head robber named Leung-Kau. Magistrate Tong, of San-tak district, to whom the case was reported, proceeded at once with some soldiers to Tai-Ngan-Si where the den of the robbers was. In the den, the child, together with eleven other captives was found, but the robbers made good their escape, and only the wife of the head robber was arrested.

## MARINE MAGISTRATE'S COURT.

Monday, 17th July.

BEFORE MR. BAHIL H. TAYLOR (ASSISTANT HARBOUR MASTER).

## NEGLECTED NAVIGATION.

Captain R. M. Luke, of the s.s. *Lansing* charged to Kam Wing, master of the steam launch *Nancy* with negligently navigating his launch in the harbour on the 14th inst.

Captain Luke stated—On Friday the 14th inst. I was coming into Blake pier in a sampan. As I passed the end of Douglas wharf a launch came out at full speed, stern first. She had been lying to the eastward of the pier, and came out without giving any signal, and at such speed that she could not have brought up within two or three lengths. The launch passed so close across the bows of the sampan that her bows touched in passing. The coxswain took no steps to avoid collision, but I should not have complained only for his subsequent action. After I landed at Blake pier the same launch came up at full speed, crashing in between the pier and the sampan, again colliding with the latter, and nearly breaking one of the oars. I called the constable on duty at the wharf, and went with him on board the launch, when I found the man in charge had no certificate. It was not the man before the Court.

Constable Jones corroborated the evidence of the last witness.

To Kam Wing, coxswain of the *Nancy*, declared—I was not on board at the time of the collision, having gone to my master's office. One of the crew, Wong Cheung, took charge in my absence, at the request of a German named Olsen. The owner of the launch is Mr. W. S. Bailey.

Wong Cheung said—I am one of the crew of the *Nancy*, and hold no certificate. I was steering the launch on Friday morning last when I was ordered by my master through Mr. Olsen to go alongside Blake pier.

His Worship found To Kam Wing guilty of negligence in leaving his launch in charge of an uncertificated man, and suspended his certificate for one month.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Sydney*, with the next French mail, left Singapore yesterday at 2 p.m. for this port via Saigon.

The C.P.R. str. *Empress of China* arrived at Yokohama at 8 a.m. on Monday, the 17th July, and left again at 2 p.m. same day for Kobe, where she is due to arrive at 2 p.m. to-day.

The C.P.R. str. *Admiral* arrived at Yokohama at 5.30 p.m. on Friday, the 14th July, and left again at noon Saturday for Kobe, where she was due to arrive at 8 p.m. on Sunday, the 16th July.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 17th July, and left again at 4 p.m. same day for Kobe, where she is due to arrive at 9 p.m. to-day.

The C.P.R. str. *Tartar* left Yokohama on Saturday, the 15th July, p.m., for Victoria and Vancouver.

The C.N. str. *Tsuan*, from Australian ports, left Manila on the 15th inst., p.m., and is due here to-day, a.m.

The C.N. str. *Yokohama* left Shanghai on the 14th inst., via Amoy for this port, and is due here to-morrow.

## GERMAN FORTIFICATIONS AT KIAOCHAU.

With regard to the rumors about the fortification of Kiaochau, a Berlin telegram of the 13th ultimo definitely says that an Imperial order to fortify Kiaochau Bay has been issued. The work will be done under the supervision of the Governor of the province, Rear-Admiral Trupel, and five engineer fortification officers detailed for this purpose. The extent of the fortifications and the amount to be spent on them are facts not to be disclosed, but it is probable, says the telegram, that the work now contemplated is only the beginning of an active plan.

Commenting upon the above, a Washington telegram says the news has aroused considerable interest in Washington, and in diplomatic circles has led to speculation about Germany's intentions. In a conversation on this subject, Baron Speck von Sternberg, the German Ambassador, is reported to have said—

Plans for the defence of Kiaochau harbour, which is Germany's naval base in the Far East, were drawn up some time ago, in accordance with Germany's agreement with China, which provided for the fortifying of the harbour. Lack of funds, however, has made impossible the execution of the project until now, owing to the great amount of money necessary to cover the cost of erecting docks, piers, and other landing facilities for trading vessels and junks, having provided excellent facilities for ships of commerce, attention apparently has now been turned to the fortifications.

The correspondent continues—

At the U.S. Navy Department the news of Germany's intentions in regard to Kiaochau recalled to the officers the fortified condition of the Philippines, a situation to which Admiral Dewey has frequently called attention, and the hope was expressed that the action of the German Government would result in action by Congress to meet the needs of the American naval base at Olongapo, plans for the defence of which were prepared long ago by the General Board of the Navy, of which Admiral Dewey is President.

## CHINESE NATIONAL PRIDE.

The *Japan Chronicle* remarks—The attitude of the United States to the immigration of Chinese and Japanese we have frequently referred to as an example of the selfishness of certain of the white races, who at the same time do not hesitate to exploit the countries of the Orientals. But it is now apparent that the whole attitude of the question is changing, and that the attitude of the United States is being modified in consequence of the action taken by the Chinese to assert their own position as a nation. It now seems clear that unless the question of Oriental immigration is satisfactorily dealt with by the United States Government it may quickly prove to Americans one of the great problems of the day, and will soon become a stumbling block to American progress in the Far East. It is the commercial disadvantages that American merchants suffer through the working of the Chinese Exclusion Law, emphasized by the retaliatory measures taken by Chinese merchants, that prompts the present movement for the reform of the law in America. To the Chinese, however, it is not a commercial question, but a matter of personal and national pride, and it is very natural that the Chinese should desire to compel America to recognize them as no other nation, and to give them the same rights as the Chinese Exclusion Law is looked upon as insulting to the race, and, however it may be modified, it is probable that it will always remain an object of detestation to the Chinese of the better classes, as suggesting race inferiority. The law was originally passed to exclude Chinese coolies, but it has become so administered that Chinese of the better classes, merchants who enjoy the confidence and respect of foreigners in the Far East, are subjected to great indignities by rough and inconsiderate officials who see in the Chinese only one class of man, the coolie.

## THE DISARMING OF THE "TEREK."

The *Batavia Nieuwsblad* of June 30 has the following account of the arrival of the Russian cruiser *Terek* there—

Yesterday morning the Russian steamer *Terek* ex *Asia* of the Hamburg American Line, Commander Panoff, arrived in Tanjung Priok. She is a ship of 7,300 tons with a crew of 18 officers and 403 men, and has an armament of 16 guns. The *Terek* was one of the ships of Rodzestvensky's fleet and came from Cebu bay last. According to a wire message the *Terek* has sunk the B.I. *Ikhona*. The same happened to the Danish steamer *Princess Marie*, the crew of the latter is still on board the *Terek*. The authorities here allowed the commander to stay in the harbour for 24 hours and to take in 1,200 tons of coal to enable her to reach her nearest port, Djibouti. As soon as she was alongside the wharf a company of soldiers under an officer guarded her to prevent the crew from deserting as happened with the *Rion*. When coals were to be taken in no coolies were handy. After this the Commander set his crew to work, but this morning only 100 tons had been taken in and this the nearest neutral port, requested the Dutch to disarm his ship, which was done in the course of the day. The Russian flag was hauled down, the breechlocks of the guns taken out, and a military guard put on board.

This happened at a quarter past three in the afternoon in the presence of the Assistant Resident (Acting Resident) and the Commander of the *Schoon*. The Commander was allowed to remain on board, the officers and crew will be detained here. The officers were liberated on parole. The crew will be detained, together with the crew of the *Rion*, in all 500 Russians, at Government expense. A witness who saw the *Terek* states that the ship has two big guns, one forward and one aft, the rest are small quickfiring. The steamer has only had the necessary alterations made to convert her into a coal carrier, the accommodation for passengers remains intact. In comparison with the small ships of the K. P. M. the cruiser looks imposing. As reported, the *Terek* has been sought by an English cruiser to receive an order from the Russian Government to stop worrying merchantmen, and return to Russia at the first opportunity. Perhaps this caused the disarming.

## MERCHANT VESSELS SEIZED BY JAPAN.

The total number of foreign steamers captured by the Japanese up to the 30th June was 74, with an aggregate tonnage of 131,132. Divided according to their flags, they are as follows—

British	22
Russian	1
German	1
Norwegian	3
French	3
Austrian	2
Dutch	1
American	1

## AMUSEMENTS OF THE CHINESE.

In a long article on "Sports of the Orient," Mr. Allayne writes and makes the following observations—It might have been supposed that the Chinaman, who lives in a country which is outside the tropics, would have taken more kindly than his Malay neighbour to games and sports involving outdoor exercise; but this is not the case, and the principal amusements of the Chinese are theatres and gambling.

It is true that many persons play kila, or much, trained birds in a contest of catching seeds thrown into the air and that young boys find amusement in pitching coins, fighting crickets and quail, or sitting in a circle for an hour or two trying to guess the number of seeds in an orange; but the theatre and the gambling-house are the popular resorts of the Chinaman when he is in search of enjoyment.

There is much that is curious about a Chinese theatrical performance. The theatre itself is seldom more than a rude stage erected on some vacant piece of ground, with very rudimentary accommodation for the audience. The female parts are always taken by boys, who paint their faces, and imitate the dress, voice and manners of the gentler sex with great ingenuity. Perhaps the most unusual feature of a Chinese theatrical show, from the standpoint of our western idea of the drama, is the constant din of the orchestra, which makes impossible for the greater part of the audience to hear a word of what is being said on the stage.

But the theatre makes no such appeal to the Chinaman as that of the various gambling schemes which add the charms of uncertainty to the life of the happy Celestial. Men and women, boys and girls, throughout the length and breadth of China, are inveterate gamblers. Chinese gambling takes many forms. The best known is that of *futian*, which consists of counting out a bowl of cash four at a time the balls being made on how many are left over after the last complete four have been counted. Then there are the various lotteries, of which the most popular is *pak kop pin*, in which the player selects ten Chinese characters out of eighty, printed on a slip of paper, in the hope that some of them may be the same as twenty drawn by the holder of the bank. If the player gets five of the characters the same as those drawn by the bank he wins his money back, if he gets six he is paid three times his stake, if seven he receives eight times his stake, and so on.

The various games of chess, dominoes and cards have their special devotees, and all these games are played for stakes varying from something like a fifth of a cent up to hundreds of dollars. As far as I am aware, the only form of gambling among the Chinese to which European and American civilization has given any impetus is horse racing. In Hongkong, in the Malay Peninsula, in Hongkong, in Shanghai, betting on the horse races is a favourite amusement of the upper class Chinaman, and a few of the wealthier among them own their racing stables and carry off from time to time the Governor's cup or win the Jockey Club stakes.

## SINGAPORE AND FOREIGN SHIPPING.

The process of the transfer of local steamers from the British flag to other flags goes on, slowly but apparently inevitably. The vessels of the Tan Kien Tin Steamship Co. are to go to the Dutch flag. The Company is now in bankruptcy, but the Gi ng Ann, the Gi ng Seng, and the Zreena were mortgaged to Oei Tong Ham, the Chinese Mayor of Samarang. The vessels are running on the same trips as formerly, the Gi ng Ann has been put under the Dutch flag, and the Gi ng Seng is to go under these colours this trip. The new owner has of course the right to run his vessels under what flag he chooses, but it is a little discouraging to admirers of the Red Ensign to see these frequent transfers. It is said that the trouble is in the Netherlands inter-island trade, from which vessels under alien flags are debarred, or permitted to take part in it under such restrictions as are practically prohibitive. It is also asserted that even in the trade between this Colony and the Netherlands Indies there are many regulations as to quarantining and examination, berthing and papers, which are applied as more stringently to British and Alien ships than to Dutch vessels. Shipmasters and owners can best testify as to whether this is so or not; at all events we have the fact of the replacing of the British flag by others. There can be of course no ground of complaint that Dutch ships are favoured in Dutch Colonies. All that we can ask for is that English ships shall be equally favoured in British colonies. Moreover if English ships are placed at a disadvantage in foreign waters, it is a little discouraging to admirers of the Red Ensign to see these frequent transfers. It is said that the trouble is in the Netherlands inter-island trade, from which vessels under alien flags are debarred, or permitted to take part in it under such restrictions as are practically prohibitive. 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AN UNHEALTHY LIVER OR  
STOMACH STARVES YOU.DOAN'S DINNER PILLS CURE EVERY LIVER,  
STOMACH AND BOWEL TROUBLE

The greatest danger to the General on the battle-field has to do with the cutting off of food supplies; it means the starvation of his troops, and ultimate disaster. In just the same way, your greatest danger is the failure of the liver and stomach to change your food into nourishment for the blood, bones and flesh.

This is why liver and stomach trouble is so serious; it means that no matter how much you eat, you are being slowly starved; every nerve and organ is being robbed of its proper nourishment; the blood is poor and lacking in richness; the lips and cheeks become pale, the eyes yellow, the expression haggard. You grow thin and weak, feel heavy and listless. These symptoms are the digestive organs' cry for help, and Doan's Dinner Pills should be used regularly until every sign of the trouble has gone, otherwise you will be in danger of anemia, constipation, chronic indigestion, nervousness, depression, and congestion of the liver. Doan's Dinner Pills are made from pure roots and herbs that help the liver, stomach and bowels, restoring a natural action and a healthy digestion of food. This medicine ought to be in every home, and a dose taken at once by anyone who is unwell.

Doan's Dinner Pills are 1/4 a box, or 6 boxes for \$1. Of all chemists and medicine-dealers, or direct from the proprietors, the J. C. Doan & Co., 5, Wells Street, Oxford Street, London, England. Post free on receipt of price. ITCHING SKIN DISEASES.—The first application of Doan's Ointment will relieve Eczema, Itching Pills, and any itching skin complaint, while one pot is generally sufficient to cure the worst case. Doan's Ointment soothes and heals the pores of the skin; it does not dry up too quickly, nor irritate the skin. It is pure and clean. Price 2s. 6d. per pot, or 10 for 6s. Of all chemists and druggists, or direct from the Proprietors, J. C. Doan & Co., 5, Wells Street, Oxford Street, London, England, post free on receipt of price.

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF \$3.50 per Share for six months ending 30th June 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1905. [1855]

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND OF One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

General Agents for:  
The West Point Building Co., Ltd.  
Hongkong, 12th July, 1905. [1856]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE.

THE CERTIFICATE No. 695 for Share numbered 2331, on which the sum of \$50 has been paid up, standing in the Register in the name KHEE SHING, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the thirty-first day of August next, a New Certificate for the said share will be issued by the Society and the old certificate will thereupon be held null and void.

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
Acting Secretary.  
Hongkong, 11th July, 1905. [1844]

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BUSINESS DIRECTORY.

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THE CHANCELLOR OF THE  
EXCHEQUER ON IMPERIAL  
CABLES AND RATES.

On June 8th the Chancellor of the Exchequer received at the Treasury a deputation on the subject of the further reduction in the cable rates to India, China, and West Africa. Sir Edward Sassoon, M.P., as chairman of the Telegraphs Committee of the House of Commons, headed the deputation, which included representatives of the Chambers of Commerce at Liverpool, Belfast, Blackburn, Dundee, Newport, Glasgow and London.

Sir Edward Sassoon said that in addition to the members of Parliament there were representatives from the chambers of commerce of Newcastle, Wolverhampton, Leeds, Edinburgh, and Bradford. For the past two years they had been waiting for the results of a reduction in rates, while a material increase in cable mileage was taking place. The rate to India had been reduced from 4s. 2d. 6d. to 4s. 2d. 6d., and they wished for a further reduction to 2s. 6d. with a corresponding reduction in the press rate. As to the West African rates, these had been reduced from the ridiculously high figures, but they were still too high, and they compared unfavourably with our French competitors actually paid. Then the rates to China also required further reduction. Then as to the Pacific cable that had reduced the rates to Asia from Australia from 4s. 10d. 2d. 6d. a word, and we had now direct communication with the continent of Africa through it. Owing to one of the Australian Governments having taken action adversely to the cable company, the advantages had been retarded. The cable companies were exceedingly prosperous, and had suffered lately by the general reductions, and the benefits derived by the public from these reductions were immense.

Sir Alfred Jones, Sir John Long, M.P., Sir William Holland, M.P., and Mr. Henniker Heaton, M.P., having supported the arguments for a reduction.

The Chancellor of the Exchequer, in reply, said that Lord Balfour's committee, which sat upon this subject, laid down some general principles which he was certainly inclined to accept. Up to a certain point—that was to say, up to the point at which the line was full—no doubt any increase in the traffic yielded an increased return to the company; and if by reducing the rates one could double the traffic, the transaction might be a very remunerative one not merely to the commercial world, but to the company itself, always provided that there was room for the cables laid for the increased traffic. But there came a point at which there was no longer room for any increased traffic on the cable, and then it was necessary to lay a new cable. The increased traffic might be a nuisance to the company; it was also an expenditure for many years before it made any return. As traffic grew and became sufficient to justify the laying of new cables, they must be laid, and the cost would be paid. But it did not follow as a simple axiom that every increase of traffic meant an increase in profit to the owners of the cable, or was in itself an advantage to them. Lord Balfour's committee pointed out that mere mileage was not a test of what was a fair charge. Some lines of cable or some land lines were peculiarly costly to maintain. They said on the general question with reference to the concession which the Government gave to the cable companies for landing rights in foreign countries that "in our opinion the real function of the concessions is to furnish opportunities of correcting any marked unreasonableness on behalf of the companies." And that was an expression of opinion with which he desired to say that he was in entire agreement; and they recommended that these opportunities should recur with sufficient frequency, and that a moderate term should accordingly be fixed for the currency of the concessions, and the conditions which the Government imposed should be revised if necessary. With regard to Indian rates, he rather questioned the figures which Sir Edward Sassoon gave when he spoke of the increase in the traffic. He thought that the figures which he quoted from Appendix C included traffic which was other traffic than that between India and Europe, and traffic, therefore, which did not come under the receipts of the joint purse. The figures were, however, though rather smaller than those which he quoted, sufficiently satisfactory and interesting. The rate per word between Europe and India was reduced from 4s. to 2s. 6d. from March 1, 1902. In the official year 1901-2, during which for 11 months the 4s. rate was in force, the traffic amounted in round thousands to 2,500,000 words. Its value to the joint purse was nearly £385,000. During 1902-03 the number of words was 3,153,000, and the value a little over £310,000. The value of the previous year by 26.44 per cent., the figure given by Sir Edward. In 1903-04 the number of words rose to 3,494,000, with a value of £346,000—nearly £347,000—the traffic having increased over 1901-02 by 49.16 per cent. The figures of 1904-05 were not complete, but it was estimated that the number of words would be a little under 3,900,000, and the value about £384,000. That meant an increase of traffic over 1901-02 of 50.12 per cent. but to earn the same revenue as in 1901-02 the telegraph lines had to carry nearly a million and a half words more. Those figures, although not quite as high as those quoted were, he thought, eminently satisfactory. He must put in a caveat. He did not think that the great increase in traffic was wholly due to the reduction in rates. He thought circumstances in the Far East, in India itself, and the Far East had led to an expansion of traffic which would have occurred whether the rate had been maintained or not, and upon the continuance of which perhaps we could hardly count. At the same time, he was very glad to be able to inform the deputation that a meeting of the Cables Joint Purse Committee was held on the 30th of last month. It was there shown that the average yearly value to the joint purse from Indian rates for the three years ending June 30, 1905, was estimated to be just over £332,000. Although this estimate left a certain amount of doubt as to whether the average standard revenue of £332,000 would be made in the time, it was there resolved that the tariff for ordinary messages between Europe and India should be reduced to 2s. 6d. as soon as such tariff should be put into operation, but, at any rate, not later than October 1, 1905. In pursuance, therefore, of the agreement of 1902, by which in the first instance the rate was reduced from 4s. to 2s. 6d., a further reduction would in the course of the next few months be made from 2s. 6d. to 2s.; and though that would involve, he doubt, a fresh payment on behalf of the Indian Government in pursuance of their guarantee, he hoped and believed that the response of the traffic to the reduction might be sufficient in a short time to relieve them of any additional burden. That was the announcement of the decision of the Joint Purse Committee, which he knew would be acceptable to them and all trading to those parts. (Cheers.)

Sir Edward Sassoon.—Is that irrespective of the traffic between this and October?

The Chancellor of the Exchequer.—Yes.

Sir Edward Sassoon.—Is that an absolute decision?

The Chancellor of the Exchequer.—That is as I understand it, an absolute decision, on the committee, the reduction to be brought into operation as soon as they are able to carry it into effect, and they mention not later than October 1 of this year. (Cheers.)

WAR AND INDUSTRIAL  
DEVELOPMENT IN  
JAPAN.

## ASIAN-JAPANESE COMMERCIAL RELATIONS.

A report on Japanese trade in 1904, by Mr. G. Barclay, secretary of the British Legation at Tokyo, published recently by the Foreign Office, is an able and interesting analysis of an important period in the commerce of the country.

Thanks to the long period of cautious trading which followed the economic crisis of 1893-1894, Japan's trade was in a thoroughly healthy condition when war broke out. Since then she has been in almost uninterrupted possession of the command of the neighbouring seas, so that her foreign trade has not suffered serious inconvenience from the enemy's cruisers; and, in addition to this, nature has come to her assistance with very abundant crops, the yield of rice and silk indeed, being higher than ever before.

Owing to these circumstances Japan has borne the strain of the first twelve months of war with remarkable ease. "Indeed," says Mr. Barclay, "so far the heavy drafts made on the country's capital by loans and increased taxation, the war's high toll on the labour market, and the general dislocation of the native shipping occasioned by the army's transport requirements, do not seem, generally speaking, to have impaired her commercial and industrial activity. Her foreign trade has reached a level not only higher than that of any previous year, but considerably higher than that of any previous year. Unquestionably, particular industries have suffered—notably the silk manufacturers for the home market—and the smaller manufacturers and traders have many of them felt the pinch of restricted credit, but the year has passed without any failures of importance. On the other hand, many industries, particularly farming and silk manufacturers for the foreign market, as well as those industries which have helped to supply the war's requirements, have enjoyed a period of great prosperity. It has been the policy of the Government to purchase as much as possible in Japan—it has been asserted that 70 per cent. of the war expenditure has been spent at home—and there are many examples of struggling industries which have been built up into successful concerns by the large demands on their capacity. Prices have not so much as a consequence as in ordinary times, and the manufacturers have thus been enabled to strengthen their position and to increase both their experience and production, so that we are likely to see Japan emerge from the war with her efficiency in certain branches of industry greatly improved."

## FOREIGN TRADE.

Japan's foreign trade, as recorded in the Customs, increased during the past year by £25,565,159, or nearly 10 per cent. Imports increased in value by over £5,500,000, or 17 per cent., and exports by over £3,000,000, or 10 per cent.

The items principally contributing to this expansion are, under imports, coal, steamships, rice, petroleum, blankets, wool, woollen yarns, cotton drills and ducks, hides, leather, sugar, machinery, tin plates, and raw cotton—the last-named article, though less in quantity, having been higher in value, and in exports, silk and cotton, straw, and a small amount of wheat, straw, and cotton, and a small amount of wheat, straw, and cotton. On the other hand, there are decreases in the imports of oil cakes, wheat, indigo, mouseline de laine, shirtings, cotton prints and cotton satens and velvets; and in the exports of coal, tea, copper, waste silk, cotton yarn, and fish oil.

Dealing with the distribution of Japan's foreign trade, Mr. Barclay states that the value of imports from the British Empire was 24 per cent. higher than in the previous year, its share in Japan's custom amounting to 41 per cent. of the whole, as against 39 per cent. in 1903. The Empire still maintains second place—Asia holding first—as a customer of Japan, though her share in the total exports has fallen from 23 to 21 per cent.

Having regard to the United Kingdom's position as the principal source of supply for ships, for steam coal and for certain classes of textiles needed for army purposes, it was only to be expected that in 1904 she should have had a much larger share in Japan's custom than in ordinary years, and in effect Japan has taken from her 54 per cent. more than in 1903, the value of the increase being £2,681,000, or 48 per cent. of the total increase in the country's imports. With 20 per cent. of the total imports the United Kingdom has resumed her place at the head of the list which she has always held until India passed her in 1903. The principal items contributing to the increase for the year were cotton, blankets, steamships, cotton duck and drills, wool, locomotives, and machinery; rails and fancy cottons, on the other hand, decreased. As a customer of the United Kingdom was somewhat better than in 1903, taking more waste silk, silk manufactures and straw braids. Copper and camphor alone among her staple imports from Japan showed any considerable falling-off.

It is interesting to find that in spite of the situation in Manchuria, Japan's trade with China has made further substantial progress both in exports and imports.

The proportions in which the United States shared in the increases in Japan's total exports and imports were 62 and 21 per cent. respectively, both exports and imports being about 25 per cent. higher than in 1903. As regards the importance of the geographical situation naturally enjoyed by the United States has been accentuated during the war. But though the large increase in Japan's purchases from America is due in great part to exceptional conditions arising out of the war, part of it at least is nothing more than the normal continuation of the gradual increase of America's trade. Germany's share in the total increase in Japan's imports was 3 per cent., the value of the increase being 7 per cent. of the total. To this it is not surprising that Germany's exports to Japan were 7 per cent. higher than in 1903. To this it is not surprising that Germany's exports to Japan were 7 per cent. higher than in 1903. To this it is not surprising that Germany's exports to Japan were 7 per cent. higher than in 1903.

Mr. Barclay's observation regarding the strengthening effect which the demand created by the war has had upon certain branches of the Japanese industry applies with special force to the woollen and cotton mills. "For those the year has been so prosperous that several of them have planned important additions to their establishments. Six of them are mentioned as having set up 1,800 new power looms, an addition of nearly 50 per cent. to their present plant. It is very possible that far more will come to the imports of fancy textiles will not be materially affected, but in the cheaper cottons and woollens British manufacturers must be prepared not only for the loss of the Japanese market, but also, what is more im-

portant, for keen Japanese competition in China. The figures for the year, indicating as they do increased imports into this country of certain lines of textiles which Japan is well able to produce in sufficient quantities for normal use herself, must not be taken as any guide for the future."

Owing to the extraordinary needs of the army, the value of blankets and blanket cloth imported rose last year to £757,000, as compared with £17,000 in 1903. The United Kingdom had practically the whole of the trade. A "consumption" tax, or excise duty of 15 per cent. ad valorem, was imposed last year from April on woollens, home made and imported; but British trade at least, Mr. Barclay says, has found in woollens needed for army purposes—the demand for which was, of course, not affected—ample compensation for any diminution the tax may have caused in the public demand for fancy goods.

## DECLINE IN FOREIGN YARN TRADE.

108,272 tons of cotton, valued at £7,466,000, were imported against 181,310 tons at £7,096,000 in 1903, an increase in value but a shrinkage in quantity. The past year has seen no interruption in the constant decline in the foreign yarn trade which has marked recent years. There has been practically no demand for this British staple, except for 164 and 244, which are used for special purposes, and the value of the trade, which a few years ago used to average close on £1,000,000, has now fallen to £35,000. With the output of the native mills increasing every year, there is no chance of any substantial revival in the demand for the foreign article.

## BRITISH TYPE OF LOCOMOTIVE IN FAVOUR.

The principal features noticeable in the trade in locomotives are a large increase in the current year from the United Kingdom—a corresponding decrease from the United States, and a big jump in the imports from Germany.

Hitherto German locomotives have seldom been imported, but in 1903 and 1904 several good orders were taken by German builders, the first deliveries arriving about the end of the year. Quite a number remain to be delivered, and the figures for Germany may be expected to show a further increase during the current year. The decline in American locomotives is probably due to temporary causes; in fact competition from this source for recent orders has latterly been very keen. Imports from the United Kingdom represent 75 per cent. of the total. It is interesting to note that during the past year the British type of locomotive obtained the preference, and that all the German locomotives and many of those from America, recently imported or still on order, are of British type and standard. So far as price goes, the three countries seem to compete on about equal terms. Germany now requires the longest time for manufacture, while there has been little to choose between the United Kingdom and the United States in this particular.

The figures for machinery and engines for 1904 are satisfactory, and there is no doubt this trade admits of considerable expansion. Japan still requires much machinery for the development of her resources and industries.

## TENDENCY TO BRITISH-MANUFACTURES.

"It may be stated here," says Mr. Barclay, "that not only in machinery but in many other articles, the buyer of American goods is better able to estimate the ultimate cost than in the case of British manufacturers. The American maker generally issues priced catalogues, and will state discount in an accompanying letter; his prices are usually for machines packed and delivered on the cars. The American railway company taking charge of the goods will quote a through rate of freight per 100 lbs. from the factory to the port of destination. Given an American catalogue, with the discounts, the weights of the machine and the through rate of freight, it is an easy matter to estimate the laid-down cost. Many British manufacturers will not quote discounts except against specific inquiries. Packing is often an unknown extra. So as for the rail and steamer charges, it is difficult to quote charges without a reference home, and thus many an order finds its way to America because the total cost can easily be reckoned and a price quoted without delay."

In metals generally, one important feature of last year's trade lies in the imports from the United States of merchant bars, plates, sheets and tin plates. Hitherto the supplies of these articles came from Europe, but the American Steel Trust has now begun to compete, and though the quantities so far are not large, the important fact remains that a commencement has been made. Years ago not a nail came from the United States; now that country divides the trade with Germany, and it may be that the same results will obtain from their invasion of other branches of the metal trade.

Another important feature of the year under review is the increasing production of the Imperial Steel Works at Walsoken. Rails, beam angles and plates are now being turned out in quantities by these works, while machinery is being ordered for the production of telegraph wire, rivets, bolts, nuts, &c. At present the whole of the production goes to meet Government requirements, but in the near future the importers will find a serious competitor in this establishment. (Commercial Intelligence.)

## THE "ST. KILDA" CASE.

The case of the British steamer *St. Kilda*, sunk by the Russian cruiser *Dnieper* on June 14th, is not free from complications, but it is required to justify the Russian Government should be required to justify the *Dnieper's* action or pay full compensation. In spite of diplomatic action in the *Knights Commander* case last year, compensation has not yet been paid. The facts as outlined by the London Insurance Market correspondent on June 14th, are, briefly, as follows:—She loaded at Hongkong a cargo for Japan, chiefly consisting of cotton, rice, and jute, and sailed on the 4th. Insurance was arranged with a firm whose office was in Hongkong, and about £11,000 on cotton and rice has been passed on from Hongkong to this market. This sum of £11,000 represents the London interest, as war risk insurances on the hull of the steamer have not been placed here. Both rice and cotton are claimed to be contraband by the Russians—though they have given way to some extent as regards cotton—but we do not recognize as contraband the commodities as such. The *St. Kilda* was seized on June 4, 50 miles from Hongkong, and sunk on June 5. She was under charter to Messrs. Barclay and Co. of Hongkong, for a voyage to Kobe and Yokohama, at the time of capture with a warranty that no arms or munitions of war would be carried.

Such business as was done to-day (June 14) in war risks at Yantai was at a considerable advance in rate, though anxiety is chiefly confined to vessels east of Singapore. The Russian auxiliary cruiser *Dnieper* is apparently going home after her *St. Kilda* exploit, and the *Kuban* is at Cape St. James, Saigon. There are seven others still to be accounted for, and in addition there is the risk of loss through torpedo mines, which are floating up in the Japan Sea from the sunken Russian warships.

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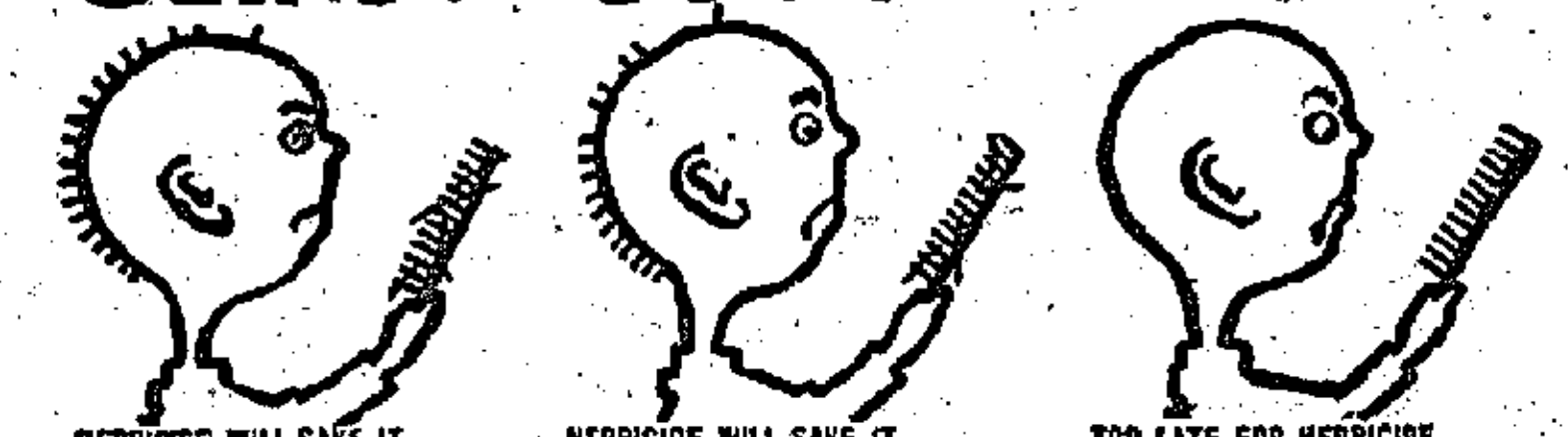
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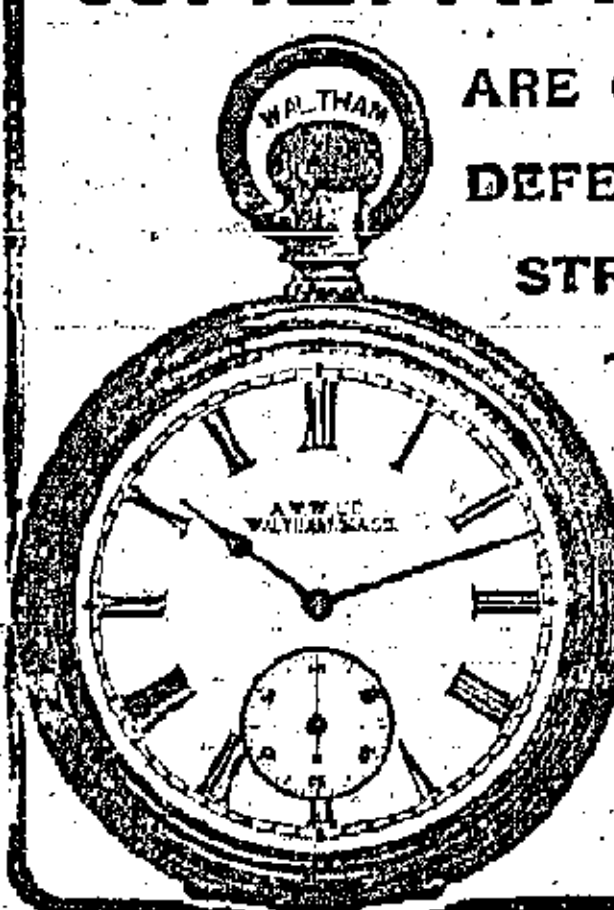
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## SHIPPING.

**ARRIVALS.**  
BARALONG, British str., 2,661, G. D. Jenkins, 17th July, Singapore 11th July, General.  
—Nippon Yusen Kaisha.  
CHOYANG, British str., 1,424, T. W. Selby, 17th July, Shanghai 15th July and Swatow 16th, General, Jardine, Matheson & Co.  
GREGORY APUAR, British str., 2,301, Olcott, 15th July, Calcutta 1st July, General.  
—D. S. S. & Co.  
HUP, French str., 205, Godman, 17th July, Kwanchoan 16th July, General, A. R. Marty.  
KIOKIANG, British steamer, 17th July, from Canton.  
PITSANOK, German str., 1,265, C. Pacha, 17th July, Bangkok via Heliopolis 15th July, General, Butterfield & Swire.  
PRINZ HEINRICH, German str., 6,263, P. Gross, 17th July, Bremen and Singapore 18th July, Mails and General, Melchers & Co.  
YUENMANO, British str., 1,128, P. H. Rolfe, 17th July, Manila 14th July, General, Jardine, Matheson & Co.  
ZAFIRO, British str., 1,614, R. Rodger, 17th July, Manila 15th July, General, Shaw, Tomes & Co.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
17th July.  
Baralong, British str., for Nagasaki.  
Chihli, British str., for Canton.  
Hup, British str., for Chefoo.  
Lydia, German str., for Amoy.  
Pondok, British str., for Amoy.  
Tientsin, British str., for Swatow.

**DEPARTURES.**  
17th July.  
BOURDON, French str., for Chefoo.  
CHARTEHOUSE, British str., for Amoy.  
FRITHOF, Norwegian str., for Swatow.  
GERMANIA, German str., for Bangkok.  
HELEN, German str., for Swatow.  
HERMAN MINNELL, German str., for Chefoo.  
MANCHE, French str., for Heliopolis.  
SILVIA, German transport, for Kiohichou.  
TIENTAU, German str., for Bangkok.

**SHIPPING REPORTS.**  
The British str. Choyang reports: Light S.W. monsoon, fine and clear.  
The British str. Gregory Apuar reports: Fine clear weather with light variable winds.  
The British str. Yuenman reports: Light variable winds, fine clear weather and smooth sea.  
The British str. Zafiro reports: Light variable winds with smooth sea and fine clear weather till arrival.  
The British str. Baralong reports: Fine weather throughout, calm and light S.W. wind. No current experienced.

**VESSELS IN DOCK.**  
17th July.  
ABERDEEN DOCKS.—Drifor.  
KOWLOON DOCKS.—Transvaal, Hamber, Hoching, Hsinan, Shantung, Mont Blanc.

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
THE Company's Steamship  
"AUSTRIA,"  
Captain Colledani, will leave for the above places on FRIDAY, the 21st inst., at 1 p.m.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Princes' Buildings.  
Hongkong, 14th July, 1905. [3]

**IMPERIAL GERMAN MAIL LINE.**  
NORDEUTSCHER LLOYD, BREMEN.  
JAPAN—CHINA—AUSTRALIA LINE  
via NEW GUINEA.  
STEAM FOR  
FRIEDRICH-WILHELM-SHAFFEN, HERBENHOF, MATUPU, BRISBANE, SYDNEY AND MELBOURNE. On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemann, with Mails, Passengers and Cargo will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For Further Particulars, apply to  
NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
Hongkong, 8th July, 1905. [159]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
FRENCH MAIL STEAMERS.

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**  
"TOURANE,"  
Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 25th July, at 1 p.m.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "TONKIN" 8th Aug.  
S.S. "SYDNEY" 22nd Aug.  
S.S. "ARMAND BEHC" 5th Sept.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 12th July, 1905. [2]

**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
(WITH LIBERTY TO CALL AT THE MALACCA COAST).  
THE Steamship  
"KENNEBEC,"  
will be despatched on or about the 25th July.  
For Freight & further information, apply to  
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4, Des Voeux Road, Central, Hongkong, 5th July, 1905. [1118]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR WHICH APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 20th inst.
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Konrick, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	To-day
LONDON, AMSTERDAM & ANTWERP	ASAR	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	DOOMENUS	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PARKING	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 29th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP	ANTHON	Brit. str.	1 m.	Butterfield & Swire	Butterfield & Swire	On 28th Sept.
MARSEILLES, &c. via PORTS OF CALL	TOURANE	Franch. str.	—	Girard	MESSAGERIES MARITIMES	On 25th inst., at 1 p.m.
BREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	—	F. v. Letten-Petersen	MELCHERS & CO.	On 20th inst., at Noon
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Rues	HAMBURG-AMERIKA LINIE	To-day
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-morrow
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Ludwig	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAVRE & HAMBURG via STRAITS, &c.	SABMA	Ger. str.	k.w.	Förk	HAMBURG-AMERIKA LINIE	On 28th Sept.
HAVRE & HAMBURG via STRAITS, &c.	RHENANIA	Ger. str.	k.w.	r. Doehren	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Tomanovich	HAMBURG-AMERIKA LINIE	On 29th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Ans. str.	—	Tomanovich	BUTTERFIELD & SWIRE	On 24th inst.
GENOA, MARSEILLES & LIVERPOOL	TELEMACUS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th Aug.
GENOA, MARSEILLES & LIVERPOOL	STENTOR	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th Sept.
GENOA, MARSEILLES & LIVERPOOL	YANTHOS	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	Dobronz	CARLOWITZ & CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	VERONA	Ger. str.	—	Dobronz	CARLOWITZ & CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	INDEWADI	Brit. str.	—	Dobronz	CARLOWITZ & CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	INDRAVADI	Brit. str.	—	Dobronz	CARLOWITZ & CO.	About 25th inst.
NEW YORK via PORTS & SUEZ CANAL	VANDALIA	Brit. str.	k.w.	Hanco	RAHBERG & CO., LTD.	About 4th Aug.
NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	k.w.	R. Archibald, R.N.R.	CANADIAN PACIFIC CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC CO.	On 2nd Aug.
NEW YORK via PORTS & SUEZ CANAL	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC CO.	On 9th Aug.
VICTORIA (B.C.) & TACOMA via JAPAN	MACHOON	Brit. str.	1 m.	Dobson	BUTTERFIELD & SWIRE	On 20th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	NUMANTIA	Ger. str.	—	Feldtmann	PORTLAND & ASIATIC S.S. CO.	On 7th Aug.
PORTLAND, OREGON via SHANGHAI, &c.	PRINZ WALDEMAR	Ger. str.	—	Woltemann	MELCHERS & CO.	On 22nd inst., at Daylight
AUSTRALIAN PORTS	CHUSAN	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 2nd Aug.
AUSTRALIAN PORTS via MANILA, &c.	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
JAPAN via SHANGHAI, &c.	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
CHEFOU NEWCHWANG	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
TIENTSIN	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI via NINGPO	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
FOOCHOW via SWATOW & AMOY	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
TAMUI via SWATOW & AMOY	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
ANPING via SWATOW & AMOY	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SWATOW, AMOY & FOOCHOW	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SWATOW, WEIHAIWEI, CHEFOU & TIENTSIN	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
CEBU & LILLO	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.
SINGAPORE, SOERABAYA & SAMARANG	YOKOHAMA	Brit. str.	1 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 22nd inst.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW via SWATOW and AMOY	"DAIJI MARU"	WEDNESDAY, 19th July, at Noon
TAMUI via SWATOW and AMOY	"PROTEUS"	SUNDAY, 23rd July, at 8 A.M.
ANPING via SWATOW and AMOY	"PROMISE"	WEDNESDAY, 26th July

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permits, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central, Hongkong, 18th July, 1905. T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL STEAM-NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA	About 20th July	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE	MALACCA	About 21st July	Freight and Passage.
SHANGHAI	MALTA	About 27th July	Freight and Passage.
LONDON, &c.	CHUSAN	Noon, 29th July	See Special Advertisement.

For further Particulars, apply to  
L. S. LEWIS, Acting Superintendent.  
Hongkong, 17th July, 1905. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Thursday, July 20th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

CHEAPEST, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 26th June, 1905. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP  
Tons. CAPTAIN TO SAIL AT DAYLIGHT ON  
"NUMANTIA" 4,370 Feldtmann July 22nd, 1905.  
"ARABIA" 4,483 Metzenhuth August 12th, 1905.  
"ARAGONIA" 5,198 Schult September 1st, 1905.  
"NICOMEDIA" 4,370 Wagemann September 26th, 1905.  
Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 14th July, 1905. [15]

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALBON, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

STEAMERS	SAILING DATES
SACHSEN	20th July
SCHARNHORST	26th August
PRINZ HEINRICH	26th August
PRINZ EITEL FRIEDRICH	30th August
PREUSSEN	18th September
BOON	27th September
BAYERN	11th October
PREUSS ALICE	28th October
SACHSEN	8th November
PRINZ REGENT LUITPOLD	22nd November
PRINZ HEINRICH	6th December
	20th December

ON THURSDAY, the 20th day of JULY, 1905, at Noon, the Steamship "SACHSEN," Captain F. v. Letten-Petersen, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on TUESDAY, the 18th July. Cargo and Specie will be received on Board until 5 p.m., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 15th July, 1905. [5]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BRIGAVIA (Havre, Antwerp & Hamburg)	On 18th July. Freight.
SITHONIA (Havre, Bremen & Hamburg)	On 19th July. Freight.
ACILIA (Havre & Hamburg)	On 2nd Aug. Freight.
SPEZIA (Havre & Hamburg)	On 14th Aug. Freight.
SABMA (Havre & Hamburg)	On 22nd Aug. Freight.
RHENANIA (Havre & Hamburg)	On 6th Sept. Freight & Passengers.
SCANDIA (Havre & Hamburg)	On 20th Sept. Freight & Passengers.
VANDALIA (New York via Suez)	About beginning of October. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins airships. Lighted throughout by electricity. Daily qualified doctor and stewardesses are carried.  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING, [7]

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.  
FOR SHANGHAI, NAGASAKI, HIGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"PRINZ HEINRICH,"  
Captain P. Gross, due here with the outward German Mail about MONDAY, the 17th inst., will leave for the above places about 12 1/2 hours after arrival.  
For Further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 15th July, 1905. [15]

NORDEUTSCHER LLOYD.  
DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.  
FOR NEW YORK.  
With Liberty to Call at the Malacca Coast.  
THE Steamship  
"VERONA,"  
Captain Dobronz, will be despatched for the above port on or about TUESDAY, the 25th July.  
To be followed by the Steamship  
"ALBENGA,"  
Captain Peterson, on or about end of August.  
For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 19th June, 1905. [1468]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"CHUSAN,"  
Captain H. W. Konrick, R.N.R., carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 29th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "China," 7,312 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer preceding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Patria," due in London on the 10th September, 1905. Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
L. S. LEWIS, Acting Superintendent.  
Hongkong, 17th July, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR  
TRIESTE (DIRECT),  
Callings: SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"CHINA,"  
Captain "omannovich," will be despatched for above on SATURDAY, the 29th inst., at Noon. This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents.  
Princes' Buildings.  
Hongkong, 8th July, 1905. [3]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
via PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALACCA COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
1905.  
"ST. HUGO" 4th Aug.  
"SHIMOSA" 22nd Nov.  
To follow.  
For Freight and further information, apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, 4th July, 1905. [1283]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI,"  
Captain T. Austin, R.N.R.  
THIS Steamer departs from Hongkong, on Wed. Days at 7.30 a.m., and on Sundays at 8.30 a.m. Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 5.30 p.m., if tide permits.  
Fares—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be on Excursion, at the following rates:  
1st and 2nd Class, Single Ticket \$1. Return Ticket \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.  
Meals can be had on board.  
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
MING ON & CO.  
2nd Floor, 16, Victor Street.  
Hongkong, 7th October, 12 1904.

MAF OF THE SIKING or WEST RIVER  
From Hongkong to Woonowu, Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.  
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Hongkong, 1st April, 1897.



# OCEAN STEAMSHIP COMPANY, LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

### EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 28th July.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL...	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL...	"OLYMPIOS"	On 9th August.
GLASGOW and LIVERPOOL...	"ODPAC"	On 9th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL...	"JASON"	On 31st August.
GLASGOW and LIVERPOOL...	"TEENKAI"	On 10th September.

### HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 24th July.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL	"YANGTZE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.

\* Taking Cargo for Liverpool at London Rates.

### TRANS-PACIFIC SERVICE.

Operating in conjunction with  
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FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"JASON"	On 3rd September.
	"NINGCHOW"	On 17th August.

BUTTERFIELD & SWIRE, AGENTS. [9.10]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	"HUPEH"	On 18th July.
MANILA	"TAMING"	On 18th July.
SHANGHAI	"KIUKIANG"	On 18th July.
SWATOW, HAIWAI, CHEFOO, and TIENTSIN	"CHIHLI"	On 21st July.
YOKOHAMA and KOBE	"TSINAN"	On 22nd July.
SHANGHAI	"YOHOW"	On 23rd July.
CEBU and ILOILO	"SUNGKIANG"	On 29th July.
MANILA, ZAMBOANGA, PORT DABWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	On 2nd August.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat. 22nd July, Noon.
RUBI	2540	A. H. Nottley	Manila	Sat. 28th July, Noon.

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RUBI	2540	A. H. Nottley	Manila	Sat. 28th July, Noon.

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FOR NEW YORK VIA PORTS AND SUEZ CANAL.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
S.S. "INDRAWADI"				On 31st July.
S.S. "SIERRA BLANCA"				On 20th September.

For Freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS. [1004]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 18th July, Noon.
SHANGHAI	"TAKSANG"	Tuesday, 18th July, 3 p.m.
TIENTSIN	"WOSANG"	Wednesday, 19th July, 3 p.m.
SHANGHAI VIA NINGPO	"TUNGSHING"	Thursday, 20th July, 3 p.m.
MANILA	"YUENSANG"	Friday, 21st July, 4 p.m.
SINGAPORE, SORABAYA and SAI-RAAG	"CHUNSAO"	Saturday, 22nd July, 3 p.m.

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"ATHENIAN" 6,000 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 2nd Aug.  
"EMPEROR OF INDIA" 8,000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
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SHIPPING IN PORT.

STEAMERS	TO SAIL
ALDERSHOT, British str., 1,354, Adam, 24th July—Chinkiang 20th June, General—Doddwell & Co.	
ARDOVA, British str., 2,270, W. L. Smith, 16th July—Mojito 10th July, Coals—Mitsui Bussan Kaisha.	
BANGOR, German str., 1,236, F. Busche, 16th July—Bangkok 9th July, Rice—Butterfield & Swire.	
BEDDOUT, British str., 2,245, H. Sandow, 14th July—Mojito 9th July, Coal—Doddwell & Co.	
BLACKHEATH, British str., 1,719, W. T. Sherborn, 11th July—Wahau and Chinkiang 7th July, General—Doddwell & Co.	
BRAND, Norwegian str., 1,519, J. Johannessen, 12th July—Chinkiang 6th July, Rice—Chinese.	
CHIEF, British str., 1,143, Hoeker, 16th July—Tientsin 10th July, General—Butterfield & Swire.	
CHILDA, Norwegian str., 1,102, Arnesen, 9th July—Calcutta 23rd June, Coal—Aagaard, Thoresen & Co.	
CHUNSAO, British str., 1,418, R. Cox, 12th July—Pekalonga 3rd July, Sugar—Jardine, Matheson & Co.	
CHONGHALL, British str., 2,868, Milne, 13th July—New York 24th April, Case Oil—Standard Oil Co.	
CREUS, British str., 2,174, J. W. Knox, 11th July—Calcutta 23rd June, Coal—Order.	
DEVAWONGSE, Ger. str., 1,057, Geschen, 14th July—Kochichang 8th July, Rice and Meal—Butterfield & Swire.	
DRUFA, Norwegian str., 1,102, Jens Bing, 17th June—Hamburg 1st May, General—Aagaard, Thoresen & Co.	
EMMA, German str., 1,140, H. Martens, 14th July—Swatow 13th July, General—Douglas Lapraik & Co.	
EVA, Norwegian str., 4,700, Salvesen, 10th July—Cardiff 17th May, Coal—Order.	
GLADESTAY, British str., 1,521, C. Crane, 12th June—Mojito 6th June, Coal—Doddwell & Co.	
HAIYUN, British str., 636, A. J. Robson, 16th July—Tamsui, Amoy and Swatow 15th July, General—Douglas Lapraik & Co.	
HEDWIG MENZEL, German steamer, 980, C. Schomburg, 16th July—Touane 13th July, Coal—East Asiatic Trading Co.	
HERO, Norwegian str., 2,418, O. Syversten, 8th July—Kuchino 1st July, Coal—Mitsui Bussan Kaisha.	
HUPPE, British str., 1,205, Mathias, 14th July—Swatow 13th July, Ballast—Butterfield & Swire.	
ITHAKA, German str., 1,446, H. Eekhorn, 15th July—Chinkiang 10th July, General—Hamburg-Amerika Linie.	
JOHANN, German str., 952, Ipland, 16th July—Haiphong 12th July and Hoikow 15th, Rice and General—Jebson & Co.	
KASHING, British str., 1,142, T. W. Pickard, 2nd July—Chefoo 27th June, General—Butterfield & Swire.	
KREIBER, British str., 2,291, T. B. Watson, 9th July—Calcutta 22nd June, Coal—Jardine, Matheson & Co.	
KIUKIANG, British str., 1,228, Harris, 14th July—Shanghai 9th July and Amoy 13th, General—Butterfield & Swire.	
KWANTUNG, Chinese str., 1,538, Wm. H. Lum, 14th July—Shanghai 11th July, General—C. M. S. N. Co.	
LAISANG, British str., 3,460, P. M. B. Lake, 9th July—Calcutta 24th June and Singapore 4th July, General—Jardine, Matheson & Co.	
MACHOW, German str., 995, Harjes, 12th July—Bangkok 6th July, General—Butterfield & Swire.	
MARIECHEN, German str., 2,521, Georides, 13th July—Saigon 9th July, Ballast—Jebson & Co.	
MERCEDES, British str., 3,300, McGregor, 14th July—Wohaiwei 9th July, Ballast—Order.	
MONROE, American str., 8,750, W. P. S. Porter, 11th July—San Francisco 7th June, Mails and General—P. M. S. S. Co.	
NEWBY HALL, British str., 2,840, Allan Buck, 6th July—Barry 26th May, Coal—Order.	
NORDPOL, Norwegian str., 2,428, Staltz, 23rd June—Kolong (Formosa) 21st June, General—Shewan, Tomes & Co.	
NUMANTIA, German str., 2,591, H. Brehmer, 10th July—Mojito 5th July, General—Portland and Asiatic S.S. Co.	
PRINZ WALDEMAR, German str., 3,227, C. Woltemde, 16th July—Yokohama 5th July, General—Malchers & Co.	
PROXTO, Norwegian str., 838, Larsson, 15th July—Haiphong 12th July and Hoikow 14th, General—A. E. Marty.	
PURDUA, British str., 2,126, C. J. Swanson, 13th July—Singapore 8th July, General—Jardine, Matheson & Co.	
SAINT BEGULUS, British str., 2,400, Barg, 10th July—Newcastle (N.S.W.) 13th June, Coal—Order.	
SAMSEN, German str., 998, F. Rehwaldt, 12th July—Bangkok 6th July, Rice—Melchers & Co.	
SHAWMUT, American str., 6,195, V. Roberts, 16th July—Tamsui and Manila 13th July, Flour—Doddwell & Co.	
TAISHAN, British str., 1,121, J. T. Laing, 12th July—Hollo 8th July, Sugar—Bradley & Co.	
TAKSANG, British str., 977, McClure, 9th July—Wahau 5th July, Rice—Jardine, Matheson & Co.	
TAMING, British str., 1,350, Outerbridge, 14th July—Manila 11th July, General—Butterfield & Swire.	
TELEMACHUS, British str., 1,900, J. Williamson, 4th July—Saigon 1st July, General—Jardine, Matheson & Co.	
THILATARY, Dutch str., 2,475, W. Koops, 11th July—Macassar 2nd July, General—Java-China-Japan Co.	
TUNGSHING, British str., 1,172, Bischoff, 10th July—Wuhu and Chinkiang 6th July, General—Jardine, Matheson & Co.	
WOSANG, British str., 1,127, H. S. Malkin, 12th July—Tientsin, Chefoo and Swatow 13th July, General—Jardine, Matheson & Co.	
ZAMBEZI, British str., 2,415, Rooney, 12th July—Calcutta 23rd June, Coal—Jardine, Matheson & Co.	

SAILING SHIPS.  
CITY OF BRIMINGHAM, British schooner, 500, J. Watson, 14th May—Crimbsy 26th Mar.—Order.  
TRAVANCORE, British ship, 1,900, Chamberlin, 8th June—towed from Harlow Bay by tug Robert Cooke.



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